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**SUMMARY OF TELECONFERENCE MEETING #5
TRANSPORTATION AND LAND USE TECHNICAL WORKING GROUP
NOVEMBER 9, 2005**

Attendance:

1. Technical Working Group members:
Beverly Chenausky – Arizona Department of Transportation
Jo Crumbaker (for Bob Kard) – Maricopa County Environmental Services
Becky Daggett – Governor’s Growing Smarter Council
Rob Elliott – Arizona Raft Adventures
Gina Grey – Western States Petroleum Association
Ursula Kramer – Pima County Department of Environmental Quality
Willis Martin – Pulte Homes
Karen O’Regan – City of Phoenix
Bill Pfeifer – American Lung Association of Arizona
John Skelley – Arizona Grain
2. ADEQ staff: Kurt Maurer, Lynn Ott
3. Center for Climate Strategies (CCS) staff: Karl Hausker, Maureen Mullen
4. Others attending: Gaye Knight, City of Phoenix; Julie Rees, Triadvocates

Background documents:

(all posted at <http://www.azclimatechange.us/documents.cfm>, click on Transportation and Land Use)

1. Agenda
2. Summary of TLU TWG Call #4
3. Powerpoint presentation for meeting
4. TLU GHG Reduction Opportunities (policy matrix)
5. AZ CCAG Policy Design Template
6. Background material on California GHG emission standards:
 - a. “Fact Sheet: Climate Change Emission Control Regulations,” (California Air Resources Board, December 10, 2004);
 - b. “Reducing GHG Emissions from Light-Duty Motor Vehicles,” (NESCAUM/NESCCAF, September 2004);
 - c. “Review of the August 2004 Proposed CARB Regulations to Control GHG Emissions from Motor Vehicles: Cost Effectiveness for the Vehicle Owner or

Operator—Appendix C to the Comments of The Alliance of Automobile Manufacturers,” (prepared by Sierra Research for the Alliance of Automobile Manufacturers, September 22, 2004);

- d. “Cars and Global Warming,” (Oregon State Public Interest Research Group, October 2005).

Discussion items and key issues:

1. General

- a. The summary from the October 26 TLU call was reviewed and approved.
- b. CCS is reviewing and discussing with ADEQ staff options for allowing website discussions by the TWGs as well as options for document posting and dissemination.

2. Matrix of policy options

- a. A concern was raised that the group needed to have more information on potential emission reductions and costs for some of the remaining options in the matrix. After this information is provided, the group should reevaluate its rankings to ensure consistency in the group’s overall recommendations, and ensure that it has identified a sufficient number of High priority options. The group was comfortable moving ahead with the policy design phase on existing High priority options, as long it could add others later in the process.
- b. The group discussed the formation of subgroups. The group decided to form an Alternative Fuels Subgroup and a Smart Growth/Transit Issues Subgroup. Members on the call indicated which subgroup(s) they wished to participate in. Gina Grey, Ursula Kramer, Jo Krumbaker, Karen O’Regan, and John Skelley volunteered for the Alternative Fuels Subgroup. Becky Daggett, Rob Elliott, Jo Krumbaker, Willis Martin, and Karen O’Regan volunteered for the Smart Growth/Transit Issues Subgroup. TWG members not on the call will also be invited to join these subgroups.
- c. The group agreed that the California clean car standards would best be handled at the full TWG level because this option does not require a “policy design” and the base policy case is straightforward. CCS illustrated the use of the Policy Design Template with the California clean car standards option, and there was discussion on how to handle the possibility of litigation costs and differing cost estimates.
- d. Further discussion covered sections 3.3 (Fuel Measures), 3.4 (Fleet Vehicles), 4.1 (Freight Vehicle Technology), and 4.2 (Freight Vehicle Operation). The priority rankings of these options agreed upon by the TWG are shown in the updated policy matrix.
- e. Discussion on the fuels options included concerns about the quality of biodiesel fuel, the need for standardization, and the invalidation of new engine warranties when using more than 5 percent biodiesel. Some biodiesel is already being used in Arizona. The group also noted that the recent Energy Bill includes Federal ethanol and biodiesel requirements.

- f. In the discussion on freight vehicle technology measures, several members indicated that they have some experience with existing diesel retrofit programs. Some of these groups encountered significant operational problems with the retrofits. The group felt the best approach for these options would be to encourage the State to take advantage of EPA money available for retrofits on government vehicles to obtain more experience in this area. This was added as a new option in the policy matrix. It was also noted that pre-1988 diesel vehicles are not allowed in nonattainment areas in Arizona.
- g. In the freight vehicle operation measures discussion, option 4.2.6 was changed to “Promote Idle Reduction Technologies.” Several options in the vehicle operations group were viewed favorably and could likely be bundled together. A member noted that States don’t have the authority to increase the size and weight of trucks (option 4.2.4).

Next steps and agreements:

- 1. CCS will fill in the potential emission reductions and potential cost/cost savings columns of the policy matrix for options in sections 4.3, 4.4, and 4.5.
- 2. CCS will email all TLU members to invite interested members to participate in the Smart Growth/Transit Issues and Alternative Fuels subgroups. CCS will then attempt to contact individual subgroup members to obtain input and arrange at least one subgroup call before the next TWG call.
- 3. **Next TWG call: Wednesday, Nov. 30, 2005, from 8 a.m. – 9:30 a.m.**
- 4. **Next CCAG Meeting: Monday, Dec. 12, 2005, from 11 a.m. – 3 (or possibly 4) p.m. at Salt River Project Administration Building, 1521 N. Project Drive, Tempe**